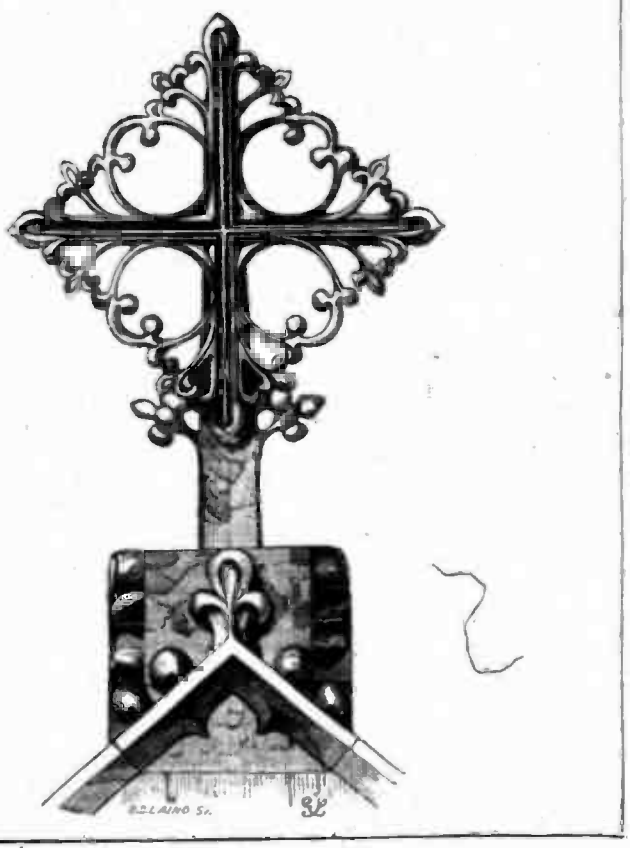
CROSS ON EAST GABLE OF ST. PETER'S CHURCH, WISBEACH, CAMBRIDGE.

THIS beautiful example of the taste and skill of the middle ages having become dilapidated by the changing seasons of several centuries; has lately been removed from its original position, and a new one, a fac-simile of the former, has been substituted for it. The old cross is a fine example of the durability of the Barnack stone, the small stalks of the foliage being only five-eighths of an inch in thickness, and yet it has withstood the weather in an exposed situation about five hundred years. (In the absence of documentary evidence, I presume it to have been erected in the former half of the fourteenth century.)

The new cross is of Ketton stone; it is three feet four inches in height from the summit to the cap-stone, and two feet eight inches in extreme width—the sketch is drawn to a scale of one foot to an inch.

Wisbech, Dec. 4, 1845. E. S.

STONE CROSS, WISBEACH.



RAILWAY JOTTINGS.

The number of railway plans deposited at the Board of Trade amounts to 788.——The dread of railway litigation has induced a number of persons, to assemble, with Mr. D. Whittle Harvey at their head, to see whether some plan whereby an equitable arrangement of just demands can be devised.——The bridge over the Wensum above Carrow Abbey, connecting the Yarmouth Railway with the Ely, was expected to be opened for the passenger traffic this week, but will not be ready for about a fortnight, though the trucks and heavy goods will be able to run over it.——There will be 11 embankments and 10 cuttings on the Brighton, Lewes, and Hastings line. Mr. Kirby, the resident engineer, reports as follows on the same:—Redditch embankment, which is formed, contains 19,700 cubic yards; Redditch cutting, completed, 11,800; Stonecross cutting, 106,900, 54,000 removed; Westham cutting, 14,700, completed; Pevensey Marsh embankment (3¼ miles long), 50,000, 36,000 removed; Condon cutting, 13,000, completed: Little Common cutting, 25,800, 4,000 removed; Hatland cutting, 8,800, 4,000 removed; Bexhill cutting, 71,800, 37,000 removed; Galley Hill cutting, 52,500, 44,000 removed; Bulverhithe cutting, 32,800, 27,600 removed. The deepest cutting is that of Stonecross, which is 40 feet, and the highest embankment averages 23 feet. The portion which passes through the ruins of the priory of St. Pancras, at Lewes, is somewhat impeded by the care exercised in the excavations. The works do not much disturb any of the walls of the ruins.——Connected with the localities of railway enterprise it appears that 83 prospectuses were issued from Moorgate-street, involving capital to the amount of 90,175,000*l.*, and from Gresham-street 20 prospectuses were issued requiring the sum of 17,580,000*l.*——The operations to connect Richmond with the Great North of England Railway at Cowton have commenced, and a great number of excavators are now employed in the neighbourhood of St. Martin's, near Eastby Abbey.——The electric telegraph is now completed between Dover and Edenbridge, as well as between the latter place and Maidstone. It will be continued from Edenbridge to the London Bridge terminus and the Bricklayers' Arms station.——The proprietors of the London Auction Mart have come to a resolution *prohibiting*, on their premises, *the sale of railway scrip*.——The great tunnel in the Sheffield and Manchester line, nearly three miles in length, is nearly completed, and the opening of it is expected to take place in a few weeks. Last week a party, including the engineer and one of the directors, passed through with an engine.——There exists a prospect, amounting almost to a certainty, that the Eastern Union line will be opened early in the spring. The line commences with the Colchester Extension and Eastern Counties at Ardleigh, and, proceeding thence towards Ipswich, passes over tableland at Manningtree Valley, Dedham, Lawford, and over the river Stour. The quantity of earthwork removed has exceeded 700,000 cubic yards, being two-thirds of the whole quantity required to complete a double road. Thirty culverts and bridges have been built, six miles of permanent road have been laid, and thirteen miles of double fencing set up. The long timber viaducts over the Stour are almost completed; the foundations have proved satisfactory. There are several heavy cuttings and embankments, but most of them have been mastered.——The Brighton and Chichester line was opened for passenger's traffic as far as Worthing on the 24th ultimo. There was no ceremony, that being reserved until the line is opened throughout, which it is expected will be about March. At present only one line of rails is laid down, but it is intended to have a double line eventually. The Worthing station is situated about half a mile from the centre of the town.——The coast line of the South Devon, near Teignmouth, met with another mishap last Sunday night. The *Exeter Gazette* says that during a neap tide, the waves, which were large and very wide apart, broke over the doomed wall in succession, making light of the roadway of sand, and causing the wall to tremble with the repeated shocks. This was particularly the case at the large breakwater about midway between this town and the Parsons and Clerk, where the sea was fast washing away the *permanent* road; and soon after church time, the wall to the eastward of it was seen to totter; and after several distinctly perceptible vibrations, about 120 feet in length fell into the sea, leaving about 20 feet standing adjoining the breakwater, which was protected by a projection.——The engineer of the Manchester, Huddersfield, and Great Grimsby, line has reported that, from experiments recently made, the practicability of the proposed tunnel under the Trent is placed beyond question.——The works of the Cockermouth and Workington line have been let to Messrs. J. and W. Ritson, who completed the contract between Workington and Maryport. They engage to make the line for 37,000*l.* and to complete the whole in nine months after obtaining possession of the land.——The Lytham and the Blackpool Branches of the Preston and Wyre Railway, the former 4 miles 6 furlongs in length, and the other somewhat less, are all but complete. The Lytham line is finished. There is no work of any magnitude on it excepting in the construction of the bridges, five in number,—three of wood, one of stone and the other of bricks. The quantity of earth excavated has been about 100,000 cubic yards.——About a quarter of the Oxford and Rugby line, which when complete will be 50¼ miles in length, has been staked out, and excavators are at work upon it.——At Chester, on the line to Holyhead, two bridges are in progress—the one across the Dee, and the other across the canal. About 300 men are employed near Chester; about 200 more are engaged at Mostyn; near Conway the same number, chiefly in making the tunnel through the rock; and about as many in the neighbourhood of Bangor.——The different lines uniting at Leeds are reported to have agreed to contribute 100,000*l.* each towards the establishment of a central station.——It is estimated that since the prorogation of parliament 100,000*l.* a week have been spent in railway advertisements.——It has been suggested that the extremely unpleasant motion experienced by passengers in most of the English lines arises chiefly from the top-heaviness of the carriges, and the insufficiency of the base. In many instances the wheels stand on a base 8 feet 6 in. by 4 feet 8 in. the length of the body is 17 to 18 feet, and the height between 9 and 10 feet from the rail. That such a top-heavy construction could be steady at high velocities is almost impossible. It appears that in Germany six-wheel carriages nearly 30 feet long are used and are perfectly free of the inconvenience referred to. On some of the Irish lines 30 ft. carriages with six-wheels have been adopted, and given great satisfaction. In the United States some of the carriages are 80 feet long.——An immense number of workmen are employed on the Lancaster and Carlisle line. The embankments and cuttings are very heavy, and the process of blasting large quantities of stone that obstruct various parts of the line is still continued. The lengthened embankment near Carlisle is completed, and the viaducts at Gatthie are nearly formed.——Mr. Gravatt, the engineer of the Great Eastern and Western, has been charged publicly, by the directors of the company, with gross carelessness and culpable dilatoriness in the preparation of the plans, to an extent which

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